

TRANSPORTATION

Interstate freeways, transcontinental railways, a deep-water shipping channel and two major airports give Placer County easy access to many major markets. Four major highways allow one-day freight delivery throughout California and parts of the West Coast, making Placer County an excellent location for warehouse and distribution facilities. Similarly, the Port of Sacramento provides access for deep-draft ships. The Greater Sacramento Area transportation advantages benefit the local economy and enhance Placer County's ability to reach and serve markets in the U.S. and abroad.

This section covers highways, airports, Port of Sacramento, railroads, trucking and public transit.

HIGHWAYS

Access via Interstate 80 and more than 820 miles of connecting highways permits rapid commutes to surrounding regions, placing cities such as Reno, Nevada and Salt Lake City within one day's travel from Placer County. Highway 65 provides access from Interstate 80 north to Lincoln and Marysville. Interstate 5 links Placer County with Oregon and Washington in the north, and Los Angeles, Orange and San Diego Counties in the south. Highway 99 travels north and south through the agricultural regions of the San Joaquin and Sacramento Valleys and Highway 50 travels west from San Francisco to the eastern United States.

AIRPORTS

Three large airports serve the residents and businesses of Placer County: Sacramento International Airport, Reno/Tahoe International Airport and Mather Airport. Figure 48 shows the traffic for each of these airports.

FIGURE 48
AIRPORT TRAFFIC

<i>Airport</i>	<i>1995</i>	<i>1996</i>	<i>1997</i>	<i>1998</i>	<i>1999</i>	<i>2000</i>
SACRAMENTO INTERNATIONAL AIRPORT						
Passengers	6,704,470	6,935,305	6,967,280	7,201,378	7,554,892	7,923,999
Aircraft Operations	178,545	172,203	167,604	151,205	155,528	149,969
Air Freight (pounds)	122,901,917	115,293,449	132,500,105	123,061,569	102,131,390	101,676,554
Air Mail (pounds)	28,377,258	28,976,381	35,491,547	33,984,210	31,588,376	33,868,325
MATHER AIRPORT						
Air Freight (pounds)	0	47,550,385	78,935,309	121,643,622	156,559,629	148,742,644
Air Mail (pounds)	0	0	0	0	56,854,375	219,705,701
RENO/TAHOE INTERNATIONAL AIRPORT						
Passengers	5,801,197	6,747,173	6,865,965	6,663,125	6,129,436	5,624,535
Aircraft Operations	152,247	150,526	162,381	153,473	152,103	149,873
Air Freight (pounds)	42,865,200	57,286,121	68,852,448	76,989,780	81,558,522	94,556,149
Air Mail (pounds)	14,173,961	16,688,543	19,268,834	19,060,020	22,444,671	17,125,035

Prepared by Sacramento Regional Research Institute

Source: Sacramento County, Department of Airports, Airport Properties & Business Development, *Operations Report 2000*, 1999, 1998, 1997, 1996 & 1995; Reno/Tahoe International Airport, Marketing Department.

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The newly remodeled Sacramento International Airport provides 12 additional gates, doubling the terminal space. Sacramento International Airport is located 12 miles north of downtown Sacramento and 29 miles from Rocklin. The airport is served by nine major carriers: Alaska, America West, American, Delta, Continental, Northwest, Southwest, TWA and United. They provide travelers with nonstop or convenient connecting service to over 150 cities across the country and around the world. Commuter carriers United Express and US Air Express offer extensive service to smaller communities throughout California. In 2000, over 7.9 million travelers used Sacramento International. During that period, over 101 million pounds of air freight and 33 million pounds of air mail were processed through the airport. Figure 49 shows the number of outgoing flights from Sacramento International Airport.

The Reno/Tahoe International Airport, located in Reno, Nevada, provides 86 departures and non-stop service to more than 50 North American markets. In 2000, the Airport served 5.6 million passengers. Recent improvements include parallel 9,000 foot and 11,000 foot concrete runways, an improved baggage claim area, and a 2,400 space parking structure. The largest regularly scheduled aircraft is the Boeing 757. The Airport, however, can accommodate aircraft as large as a Boeing 747.

Mather Airport began operation in May 1995 as an air cargo and general aviation facility. Mather includes two parallel runways, one of which is 11,300 feet long, capable of handling the largest, fully loaded aircraft. The majority of air cargo companies have shifted their operations from Sacramento International Airport to Mather Airport, a facility that can meet their requirements more efficiently.

The Lincoln Regional Airport is a publicly-owned airport situated on 775 acres, 35 miles north of Sacramento International Airport. This airport is a regional center for general and corporate aviation, with an industrial and business park growing up on and around the facility. The airport has a single asphalt runway capable of landing most corporate jet aircraft. Facilities include 260 tie-downs, 46 portable hangars, 70 T-hangars, nine corporate hangars, and conventional hangar space for 26 aircraft. An Instrument Landing System also makes Lincoln Airport more accessible during inclement weather to the 200 aircraft and corporate jets ported at Lincoln.

The Truckee Tahoe Airport is located midway between the historic town of Truckee and the beautiful north shores of Lake Tahoe. A full range of airport services are available for corporate and private aircraft. The centralized location of the Truckee Tahoe Airport provides excellent access to skiing, boating, tennis, golf, swimming, and lodgings nestled in the majestic mountains and green valleys of the Sierra. Two paved runways, one 4,650 feet and the other 100 feet x 7,000 feet, complete runway lighting, 210 paved tie-downs and 24-hour aircraft fueling are available.

The 210-acre Auburn Municipal Airport site is located within the city limits of Auburn. The paved runway is 3,700 feet long and 75 feet wide with one 30-foot wide parallel paved taxiway. A 40 by 40 foot public helipad is available and adjacent to a helipad serving the California Highway Patrol. The Auburn Municipal Airport provides automatic runway lights, 176 tie-downs and aviation fuel.

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FIGURE 49
SACRAMENTO INTERNATIONAL AIRPORT FLIGHTS

Destination	Outgoing Flights per Week		Destination	Outgoing Flights per Week	
	Nonstop	One Connection		Nonstop	One Connection
Acapulco, Mexico	0	1	London, England (Heathrow)	0	5
Albany, NY	0	11	Los Angeles	15	15
Albuquerque	0	13	Louisville	0	7
Allentown	0	2	Madison	0	1
Amsterdam, Netherlands	0	3	Madrid, Spain	0	1
Amarillo	0	1	Manchester	0	5
Anchorage	0	3	Mazatlan, Mexico	0	1
Atlanta	3	14	Memphis	0	7
Austin	0	15	Mexico City, Mexico	0	8
Bakersfield	0	3	Miami	0	14
Baltimore	0	16	Milwaukee	0	5
Billings	0	1	Minneapolis	3	8
Birmingham	0	3	Monterey	0	6
Boise	0	1	Monterrey, Mexico	0	7
Boston	0	18	Montreal, Canada	0	3
Buffalo	0	4	Nashville	0	12
Burbank	10	10	New Orleans	0	16
Burlington, VT	0	8	New York (Kennedy)	0	11
Cancun, Mexico	0	5	New York (La Guardia)	0	11
Caracas, Venezuela	0	2	New York (Newark)	0	18
Cedar Rapids	0	3	Norfolk	0	6
Charlotte	0	9	Oklahoma City	0	10
Chicago (Midway)	0	4	Omaha	0	13
Chicago (O'Hare)	4	12	Ontario	13	13
Cincinnati	0	7	Orange County	5	5
Cleveland	0	6	Orlando	0	15
Colorado Springs	0	7	Palm Springs	0	3
Columbus	0	9	Paris, France (De Gaulle)	0	5
Crescent City	0	2	Pensacola, FL	0	4
Dallas/ Ft. Worth	5	16	Philadelphia	0	15
Dayton	0	5	Phoenix	11	23
Denver	7	11	Pittsburg	0	5
Des Moines	0	5	Portland, OR	11	11
Detroit	0	12	Providence, RI	0	1
El Paso	0	9	Puerto Vallarta, Mexico	0	1
Eureka/ Arcata	2	2	Raleigh/ Durham	0	9
Fairbanks, AK	0	7	Richmond	0	5
Fargo	0	1	Rio De Janeiro, Brazil	0	1
Ft. Lauderdale	0	8	Rochester, NY	0	1
Ft. Myers	0	4	Saginaw	0	1
Frankfurt, Germany	0	3	St. Louis	3	10
Fresno, CA	0	10	Salt Lake City	5	6
Grand Rapids	0	1	San Antonio	0	13
Green Bay, WI	0	1	San Diego	12	12
Greensboro/ Highpoint	0	6	San Francisco	16	16
Greenville, SC	0	6	San Juan, Puerto Rico	0	3
Guadalajara, Mexico	0	5	San Luis Obispo	0	3
Hartford	0	8	Santa Barbara	0	4
Houston (Hobby)	2	4	Seattle	10	10
Houston (Intercontinental)	2	11	Sioux Falls	0	7
Huntsville	0	3	Spokane	0	9
Indianapolis	0	12	Sydney, Australia	0	1
Jacksonville	0	4	Tallahassee	0	2
Juneau	0	2	Tampa	0	14
Kahului, HI	0	1	Tokyo, Japan	0	1
Kalamazoo, MI	0	5	Toronto, Canada	0	5
Kansas City	1	17	Tucson	0	14
Knoxville	0	2	Tulsa	0	4
Kona, HI	0	1	Vancouver, Canada	0	2
Las Vegas	9	15	Washington DC (Dulles)	1	12
Lincoln, NE	0	2	Washington DC (National)	0	12
Little Rock	0	4	West Palm Beach	0	3
London, England (Gatwick)	0	4	Wichita	0	7

Prepared by Sacramento Regional Research Institute

Note: For the most current flight information and additional flights go to

http://www.innovata_llc.com/smf/htmapsmtf/asp?arrivcity

Source: Sacramento International Airport Flight Schedule, July, 2001

PORT OF SACRAMENTO

In the Port's 2000 fiscal year, 883,000 short tons were handled. Figure 50 shows the historical tonnage.

The Port of Sacramento is an operating port which offers a complete line of services to both shippers and receivers of cargo. A variety of bulk and break-bulk cargoes move through the port's five berths. Major commodities are wood chips, rice, wheat, fertilizers, clay newsprint, and animal feeds. Its location near interstate freeways 80 and 5 give trucks easy access. Major transcontinental railways serve the Port, operating on the Port's own track system and 200-car marshalling yard.

Located 79 nautical miles northeast of the San Francisco Bay, the inland Port of Sacramento provides environmental protection, enabling it to handle many sensitive cargoes. Ship loaders, warehouses, and enclosed conveyor systems are equipped with dust collection equipment. A total of 309,960 square feet of covered storage is available for break-bulk cargo and general storage. The Port also has outside bulk paved storage for 650,000 tons. Inside covered bulk storage areas provide space for almost 200,000 tons. In addition, the Port has approximately 3,000 acres of land on either side of the 47-mile long ship channel. Some of this land is suitable for development.

FIGURE 50
PORT OF SACRAMENTO
HISTORICAL TONNAGE
FISCAL YEARS 1990-2000 (IN THOUSANDS)

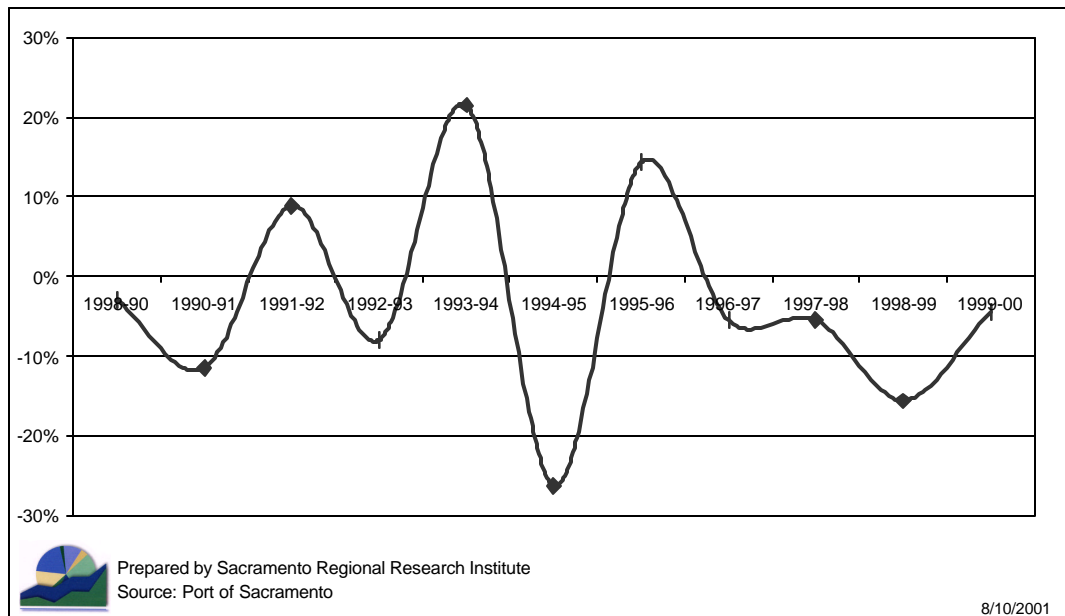
<i>Fiscal Year</i>	<i>Tonnage (Short Tons)</i>	<i>Percent Change</i>
1990	1,270	
1991	1,124	-11%
1992	1,224	9%
1993	1,126	-8%
1994	1,368	22%
1995	1,009	-26%
1996	1,154	14%
1997	1,091	-5%
1998	1,033	-5%
1999	872	-16%
2000	833	-4%

Prepared by Sacramento Regional Research Institute
Source: Port of Sacramento

The annual shipping volume is highly volatile, as seen in Figure 51. The volatility is due to high sensitivity of the port operation to the local, state, national and international economic events.

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FIGURE 51
PORT OF SACRAMENTO CHANGE IN TONNAGE
1990-2000



RAILROADS

Placer County is on the main east-west Union Pacific Railway lines. For over 80 years, a major switching yard has operated in Roseville. Union Pacific's 600-acre Roseville site is the largest railyard on the west coast providing transcontinental "piggyback" services. The yard has handled an increasing volume of freight every year since it was designed as a piggyback hub in 1983. In addition, siding and tie-ins are provided at company facilities, affording direct access to railcars.

As a result of the 1996 merger of the Union Pacific with the Southern Pacific, Placer County has access to Burlington Northern Santa Fe Railway, giving the county service by both major Western railroads. Union Pacific's major freight classification facility for Northern California, Nevada and Oregon continues to remain in Roseville.

Amtrak provides daily passenger service from Placer County to locations in and out of California. In addition, an Amtrak train that travels the length of the Central Valley is linked by bus to Stockton, 50 miles to the south. The Capitol Corridor system provides high speed commuter rail service from Roseville to San Jose. The Capitol Corridor system is currently planning to expand the number of high speed trains serving Roseville to as many as ten during the next ten years.

TRUCKING

The valley's reputation as a leading agricultural center is supported by trucking service that moves the majority of produce from the fields to processing plants, and market destinations throughout the United States. The trucking industry also supports the Greater Sacramento Area's

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growing manufacturing base by transporting goods produced by industries in the area. Trucks serve other businesses that send and receive daily shipments, making it clear that trucking is a major component in the network of transportation services available to Placer County.

PUBLIC TRANSIT

Greyhound Bus Lines provide passenger and small freight services in Placer County. Roseville Dial-A-Ride (RADAR) provides local bus service to Roseville residences. Placer County transit provides bus service to the South Placer area. An express commuter bus service between Roseville and Sacramento is operated by the Roseville Commuter Service.

The cities of Auburn and Lincoln operate local bus service within their communities. The Consolidated Transportation Services Agency (CTSA) operates specialized transit services for elderly and disabled persons in Placer County.

The Tahoe Area Regional Transit (TART) operates along 30 miles of Lake Tahoe shoreline and includes a shuttle between Tahoe City and Truckee via Highway 89, several times daily. TART bus service is operated by the County of Placer Department of Public Works and funded on the Nevada side by the Regional Transportation Commission of Washoe County. On the Truckee side, the service is partially funded by the Town of Truckee.